

Floating Power

January/February 2016

QUAI DE JAVEL

LA 7 CV
CITROËN

PRIX: **17.700** FR^S

CONCEPTION ENTIEREMENT NOUVELLE
"TRACTION AVANT", "MOTEUR FLOTTANT" A CULBUTEURS
"ROUES INDEPENDANTES", FREINS HYDRAULIQUES
SUSPENSION PAR BARRES DE TORSION
CHASSIS-CARROSSERIE "TOUT-ACIER" MONOPIECE
VOITURE INTEGRALEMENT AERODYNAMIQUE
ESSE: 96 KM POIDS: 900 KG CONSOMMATION: 9 L A UX 100 KM

LIVRAISON IMMEDIATE

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Floating Power

Volume One Number One

January Nineteen Hundred and Seventy Six

Thank you for showing your support for our new venture; we feel that the response we have obtained from enthusiasts such as yourself, both within and outside the existing CCC, shows that there is a need for a specifically pre-57 club. At the time of going to press, it was intended to approach the CCC directly and ask that we become an autonomous subsection, using Light 15 owners subscriptions to produce this magazine in lieu of the Citroenian, having received the relevant members written consent, of course. We feel that because Traction owners constitute a small minority within a club catering largely for modern cars, they cannot possibly hope to provide space in which to publish the material and information that we think Traction owners want.

Should the outcome on the 22nd not be favourable, (see stop press) it will pose some organisational problems, but we intend to try to forge an additional club regardless; in either eventuality the club will generate its own momentum, at the beginning however, its success depends on your participation in recruiting members, attending functions if at all possible., your contributions to the magazine and suggestions are essential.

It is important to establish a venue for our first meeting as soon as possible in order that we can get to know one another personally. This meeting, on private grounds, we hope will be an active one, in the sense that it will include various sorts of driving tests in which you can put your Traction through its paces if desired. In order that we may gauge the response, will you please return the enclosed form. This inaugural meeting will be in the London area (apologies to our members in the extremities!)

Regarding membership and subscriptions, as this depends on the outcome of the committee meeting on the 22nd, details are appended in the stop press. As we see it, it is essential that we Traction owners band together in order that we may derive the maximum pleasure from our cars, and that we can share our problems, facilities, and enjoyment. It must not; cannot fail, as the opportunity may never reoccur.

Now or Never - IT DEPENDS ON YOU!



The Outcome of the "Pillbox" meeting with the C.C.C. Committee.

Fifteen of us attended this meeting in order to make the following points:

1. Without at all criticising the efforts of those responsible for the "Light Fifteen Corner", we felt that the structure of the club is inadequate for our needs. We could only reflect the response we have had from those such as yourself who share our dissatisfaction with the status quo, by adopting the following position -
2. That autonomy for our section was of overriding importance, so that we can cater exclusively for our own Register and issue "Floating Power", over which we must have complete control.
3. That an elected Light Fifteen Committee should be able to draw on Tractionistes subscriptions for our own purposes (magazine, spares, meetings, etc.).

Our proposals were met with no small degree of intransigence, illustrative in itself of the fundamental incompatibility of interests between us and them; at no time, however, was a single valid argument presented against us. As indeed it could not be - a 30/98 Vauxhall owner is not expected to enthuse over a club for Ventoras!

Faced with the indecision of the C.C.C., and with a large response from Traction owners, we are going ahead with the formation of an independent club, whose degree of affiliation to the C.C.C. is yet to be determined.

There are an estimated 250 Traction owners in this country. We have made contact with 60 of these, and we hope that you will be prepared to assist us in contacting the remaining owners by spreading the word to any that you know of. (forms enclosed) We, in turn, intend to publicise the club as much as possible.

Our subscription will be £7. Considering that the C.C.C. sub. is to be raised to £6.50, we don't feel this to be unreasonable. A proportion of this money will go towards the formation of a spares shop.

If you think the magazine and the club potentially worthwhile, please would you send your subscription by the end of February (renewable April 1977).

Thank you for your support.

THE TRACTION OWNERS CLUB

North Cottage, Mongers Farm, Barcombe, Nr. Lewes, Sussex.

Application for Membership

I hereby apply to be elected a member of THE TRACTION OWNERS CLUB.

Membership commences from 1st February until 31st March 1977.

Subscription for the year is £7.00 (U.K.), £10.00 (overseas).

Signed

Full Name (BLOCK LETTERS)

Address

.....

.....

Please make cheque/P.O. payable to the Traction Owners Club.

Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

Published bi-monthly since 1976
Floating Power is the official magazine
of the Traction Owners Club Limited.

Registered Office:

58 St. Augustine Road, Griffithstown,
Pontypool, Gwent, NP4 5EZ
VAT Registration No. 993 2444 92

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Missing Magazine?

Please contact John Oates
01629 582154
membership@traction-owners.co.uk

Be a part of Floating Power...

The closing date for input for the
Mar/Apr Floating Power is

Sunday 7th February

To submit your articles, photos and
letters to the editor, email
Bob Street on:
editor@traction-owners.co.uk

Cover Image

*The first ever copy of Floating
Power. Thanks to Nigel Webb for
letting us scan his copy.*

Editor's Epistle

Happy New Year and welcome to the first FP of our Annus Quadragesimus.

Talking of ancient languages, someone posted an ancient picture of me and a few other characters to their Facebook page recently. The Bob you see in the photo bears no resemblance to the raddled figure who shuffles around at TOC events these days. How time flies.... I reckon this was taken around the mid-eighties, so my two Tractions would have each been about thirty-odd years old at the time.



So young, so talentless.....

Both cars are coming along well and the various work required for each of them is nearly complete, so I should have them both back on the road early this year.

ONWARD AND DOWNWARDS

Theoretically – and I stress theoretically – we have a buyer for our UK house and we should be moving down to France around 1st March. We'll see how this pans out in reality, but be aware there may be a slight 'production problem' around the next issue. (Of course, my offer to hand over the reins to a UK-based member still stands. Check with me if you think the eye-shade of glory might fit).

AND EVEN FURTHER DOWN

Regarding La Belle France, those of you who have followed my ramblings for the past three years may remember me filling space in the early days with my story of the French interior minister, Claude Guéant, who brought in a law making it compulsory to carry two unused breathalysers in the car, which conveniently helped his mate who owned the biggest breathalyser production company in France. After his party got kicked out of office, the authorities discovered shedloads of cash in his private bank account and no good explanation about where it came from. However, it seems they couldn't get him on that, or the breathalyser scam. The only thing they could definitely pin on him was taking €10,000 per month from the chief of police, keeping half (to cover the petty cash costs of the cabinet, he said) and passing the other half onto three other bods in his office. (I like that petty cash story. Try giving that explanation to your local tax office here).

Well, they took their time, but in November he finally ended up before the court and got a fine of €75,000, five years' ban from public office and two years in chokey. That's where it would have ended for you and me, but as he is 'a politician', the two years in prison was suspended. (I can't think of a French politician who's actually been sent to the nick – they always get a suspended sentence). Oh, and of course, you won't be surprised to hear his lawyers are outraged and have promised an appeal. You couldn't make it up.

BTW, in case you're wondering what happened to that law about carrying breathalysers, the law still stands (heaven forbid that any law in France is actually annulled). But, there is now no fine for not carrying them ('cos they realised why he made the law in the first place). So, once again the Alice in Wonderland world of French politics gives us all a good laugh.

P.S. My Editor@ address goes through a separate server and the junk filter is sometimes a little more aggressive than I would want. If you send me a message for inclusion in the classifieds or something similarly important and you don't get an acknowledgement message back from me in a reasonable period, please send the message again or call me to advise. Thanks.

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Committee

The members of the committee of the **Traction Owners Club** are all volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

PRESIDENT Bernie Shaw

Silvertrees, 2 Hardwick Close, Wellingborough,
Northamptonshire, NN8 5AE
01933 274382 • Email: president@traction-owners.co.uk

CHAIRMAN Cleve Belcher

1 Yorke Gate, Stratford Road, Watford, Herts, WD17 4NQ
01923 239954 • Email: chairman@traction-owners.co.uk

SECRETARY Ian Harvey

77 Church Street, Shillington, Herts, SG5 3LJ.
01462 711248 • Email: secretary@traction-owners.co.uk

TREASURER Mike McDonald

Tipping Brow House, Mobberley, Cheshire, WA16 7JE
01565 873145 Email: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY John Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
01629 582154 • Email: membership@traction-owners.co.uk

WEBSITE Mick Popka

151 Tadcaster Road, Dringhouses, York,
North Yorkshire, YO24 1QJ
01904 701005 • Email: webmaster@traction-owners.co.uk

SOCIAL SECRETARY Paul de Felice

Westfield Cottage, Nursery Road, Waltham Abbey, EN9 2JF
01992 890975 • Email: events@traction-owners.co.uk

HELPLINE Steve Reed

1 Terwick Cottage, Rogate, near Petersfield,
Hampshire, GU31 5EG
0115 911 0960 / 0044 115 911 0960
Email: helpline@traction-owners.co.uk

CLUB SPARES Chris Treagust

98 First Avenue, Batchmere, Chichester, West Sussex, PO20 7LQ
01243 511378 • Email: spares@traction-owners.co.uk

CLUB SHOP Vanessa Plumpton

98 First Avenue, Batchmere, Chichester, PO20 7LQ
Email: shop@traction-owners.co.uk

EDITOR FLOATING POWER Bob Street

Uplands, Shootacre Lane, Princes Risborough,
Buckinghamshire, HP27 9EH
01844 273876 • Email: editor@traction-owners.co.uk

MARKETING & PUBLICITY Bev Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
01629 582154 • Email: enquiries@traction-owners.co.uk

REAR WHEEL DRIVE Martin de Little

CALENDAR GIRL Martin de Little

13 Grasmere Close, Merrow, Guildford, GU1 2TG
07951 417148 • Email: rwd@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling

Peter Riggs

Laurence Acher

ADVISOR to the COMMITTEE

COMMITTEE ARCHIVIST John Ogborne

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP
01749 675312
Email: committee-archive@traction-owners.co.uk

COMPANY SECRETARY Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent, NP4 5EZ
01495 763239 Email: cosec@traction-owners.co.uk

SOCIAL MEDIA Dylan Harvey

Email: social-media@traction-owners.co.uk

President's Ponderings



Having been grounded since mid-October I am afraid I had to miss the NEC and am only just getting back up to speed with things in general now. You will therefore be pleased to know this month's ponderings are going to be shorter than usual.

On the ethanol front I was contacted by a member who, as part of a refurbishment, had his fuel tank lined with a "fibreglass" product but he is not sure exactly which material was used. That means there are now at least two of us looking for more detailed information as to which materials are affected by this wretched stuff, do we have any components made from those materials in our fuel systems and, if so, how are they likely to be affected.

On a happier note, as you will see in this issue, preparations are now well in hand for our 2016 Annual Rally which is also marking 40 years of the TOC. Registration will be open from the moment you receive this FP, please use the form in this issue.

This year we have block-booked the hotel and we are offering an early booking incentive in an effort to give the organisers as much notice as possible of numbers attending. I would recommend taking advantage of that offer as soon as possible or perhaps risk no room at the (main) inn.

I think this needs to be emphasised because we are hoping to have a higher than usual attendance of overseas visitors this year to help us celebrate our 40th. Several years ago we were asked by our Brittany friends (CTAB) if we could arrange a rally in the south which they might conveniently attend ... well, this is it and they have

been warned to be prepared. In addition, the "Rest of the World" team have been active in advising other French, Dutch and Belgian clubs that this is going to be our 40th anniversary and we anticipate a few of them will also join us.

And on the subject of the anniversary, I am so pleased to be able to announce that my appeal in the last issue obviously worked because, at the very last minute, we were inundated with entries for the "40th logo" competition. As a result, the Chairman, Editor and I were forced to deliberate for hours over which of the two to use. The person who submitted the winning entry is a little shy and has asked for anonymity at this stage but if the choice proves popular I hope they may be persuaded to accept responsibility. On the other hand, if anybody thinks it could be better, perhaps they would like to start thinking about something for the 50th.

Sadly, my other 2 requests for input – 1) ideas for how we might achieve higher AGM interest and/or attendance, and 2) whether it is worth the TOC having a stand at the NEC Classic Car show - have so far both generated slightly less direct feedback than the logo competition. However, I understand the Chairman has commented on the latter in his "chat" so it will not be simply forgotten.

And finally, Happy New Year to all - and I trust your Christmases were all as enjoyable as I hope ours is going to be as I sit writing this in early December.

New Members

Welcome to our new members who have recently joined the TOC.

2485	Mr Mark Wearing	Devon
2486	Mr Barry Watkins	Normandy, France
2487	Mr Norman Willis	Dorset
2488	Mr Ruud Poot	Delft, Holland
2489	Mr John Cleall	Dorset
2490	Mr David Searchfield	Hants
2491	Mr Christoph Voemel	Rhineland-Pfalz, Germany
2492	Mr Bob Cross	Birmingham
2493	Mr Roger Bromley	Shropshire
2494	Mr Jerry Cashin	Co Leitrim, Ireland



I hope you all had a great Christmas and survived the New Year celebrations. As ever, it has been an interesting year and the stand at this year's NEC at the time of writing remains fresh in my mind.

We finally got the TOC stand at the NEC Classic Car Show sorted and I would like to take this opportunity to publicly thank all those who kindly allowed us to borrow their cars for the display and those stalwart volunteers who manned (and "womanned") the stand for the duration of the Show and those who helped construct and deconstruct the display.

Personally, I thought the event was a success and we did attract a significant number of enquiries not the least from a French TV crew who insisted on interviewing me and our colleagues from the 2CV Club next door. It hasn't gone to my head and there is no truth in the rumour that autograph copies of the interview will be available in the Club Shop following its release on French TV.

I must confess to being mildly amused by some of the observations regarding the stand etc on the Club Forum. Something along the lines that the stand was "bland or uninspiring". 'Course it was, it was cobbled together by the good lady and me from bits held in my brother's garage, loaded into a van and transported to the NEC as we "stepped in" to avoid having to withdraw from the event in the absence of any one coming forward to organise it! Also there was someone indicating that they had offered their car for display – not to me mate!

Ire aside, I have taken soundings from our colleagues and the view remains strong that we should continue to support this event, as it is the biggest single event of its kind in the UK and does provide us with a significant marketing opportunity. Also, once we withdraw, it will be more difficult to recover display space as it remains at a premium. Our vehicles remain much appreciated and attract significant attention each year remaining an important counterpoint to some species of vehicle which, frankly, I would otherwise regard as bland or uninspiring.

Equally, amongst the plethora of "Do Not Touch" vehicles (some add the word "Please"), the public including many members of the younger generation responded extremely positively to our more open minded approach of "Get In & Try It! One young lady, in particular, seemed to be nearing the point of offering to marry her boyfriend if he would agree to buy her a Traction – fatal or what!

Inevitably, I think we can improve on our marketing strategy at this event and get a bit slicker. For example the simplest way to avoid the stress and frustration associated with NEC rules on delivery vehicles to the site would be to incorporate any delivery vehicle in the stand. Clearly an H van would be ideal for this purpose, being both practical and relevant!

As luck would have it 3 people have now stepped forward to offer their services for next year in organising what will be part of our 40th anniversary celebrations. Two are keen to design the stand the other willing to do the administration. I know who you are and will be in contact shortly, having filed the application for the Stand in 2016! This will be a great opportunity to make a bit of a splash and if we can get our act together in a coordinated manner I think we can really exploit this opportunity.

Have a healthy and prosperous New Year.

TOC CALENDARS FOR SALE

Thanks to the incompetence of your Editor, the usual mention that additional copies of the 2016 calendar are available to purchase was omitted from the Nov/Dec FP.



However, I believe the people who usually buy multiple copies saw through my error and contacted John Oates direct to order extra calendars.

So, a little late, here is the plug for additional copies of said item.

I have to say that Martin de Little (our new calendar tsar) has done a magnificent job with the 2016 version. So I expect lots of you have been out and about over the Christmas period, eagerly taking hundreds of shots of Traction in all sorts of locations (yes, I am very naïve as well). Just remember to send future photos direct to Martin on rwd@traction-owners.co.uk.

The prices for additional copies of the 2016 calendar – inclusive of postage – are:

UK £5, Europe £8 and Rest of World £9.

Please contact John Oates on membership@traction-owners.co.uk



TOOLS

The tools sign indicates which sections hold specialist tools. A deposit is required.

SCOTLAND

Northern Scotland

Hi All.

Very short this time, as absolutely nothing happening traction wise and nothing whatsoever to report either!!! Suppose it is that time of year, and at the time of writing, all the flying around preparing, making, planning and like hassles for the oncoming Festive Season.

New Year will be with us by the time you read this and that is usually the time to catch up with bits and pieces you want to do to the Traction in readiness for the season ahead. If you need any help or advice that you think we may be able to give, just holler. Smithy's contact details are below and Andy can be contacted on **01339 886290** or at **sheilandyb@btinternet.com**. In the meantime, we wish you all belated best wishes for 2016 and beyond.

Smithy and Andy

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

Email: north-scotland@traction-owners.co.uk

SOUTHERN SCOTLAND

Hi Bob

Andy Burnett and I agreed that I would write a brief report on the Fill-a-Hotel weekend - attached, together with one or two pics (no tractions I'm afraid). Last pic is from Robert Cunningham, other two are mine

Joyeux Noel

Peter

Crianlarich Fill-a-Hotel Weekend, November 6-9 2015

A change of hotel this year, to the Best Western in Crianlarich. Certainly was a good call – a warm friendly place, totally taken over by Citroëns and their owners from 2CV Ecosse, Citroën Car Club and TOC.

Rather less friendly was the weather – your TOC Scotland North Rep Andy Burnett unsurprisingly decided not to venture so far south in one of his tractions – arriving instead in a smart C3 Picasso. As Scotland South rep I didn't have so far to travel, but I also decided at the last minute not to take the Traction. The non-stop rain finally convinced me that driving with a wet right knee (central air vent, LHD car), water sloshing around



on the floor and misted up windows was not a good idea, so we finally set off in the C4 coupe. Once again a really good call as the weather, if anything, got worse over the weekend and the roads around Loch Lomond and Loch Awe were often under water.

Not that this stopped us enjoying ourselves – we had amazing scenic runs (through the mist) to Castle Menzies, Tayworth Castle and Aberfeldy on Saturday together with Glencoe and Oban on Sunday. Add in great company, splendid food and accommodation, a ceilidh on Saturday night – young Mr Burnett does a mean Gay Gordons and as for him Stripping his Willow, words fail me – and we had the ideal recipe for a superb long weekend in what is usually seen as the 'close season' for car clubs.

Congratulations to Robert Cunningham for organising it all yet again and we look forward to whatever next year brings.

For details of planned activities contact: Peter Fereday, south-scotland@traction-owners.co.uk

WEST OF ENGLAND

For details of future planned activities contact:
Den Hewitt
Tel: 01934 834274
Email: west-england@traction-owners.co.uk

NORTH EAST ENGLAND

For details of future planned activities contact:
Graham Handley
Tel: 01661 843493
Email: north-east@traction-owners.co.uk

NORTHERN SECTION

Email: northern@traction-owners.co.uk
Tel: (mobile) 07967 479701

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our change of venue in November to the Jovial Sailor was a great success, with an area set aside for us. Sue the new manager made us very welcome.

Our Christmas party on the 20th December had 38 pre-booked. Report and photographs in the next issue.

The New Year meetings:

17th January, 21st February, and 20th March to be back at the Fairmile, Old Portsmouth Road, Cobham, Surrey, from 12 noon. Join us for lunch or a drink and chat.

We wish all our members a very Happy New Year and trouble free driving.

Helen Shelley

Please contact Helen Shelley 02083 307216 or e-mail surrey-hants-sussex@traction-owners.co.uk to book places. Also use this e-mail to keep you updated.

SOUTH MIDLANDS

POSITION VACANT

MID SHIRES

For details of future planned activities contact:
Stephen Prigmore & Tina O'Connor
Mobile: 07759 372242
Email: midshires@traction-owners.co.uk

EASTERN

An Appeal, Apology and Anything Else.

My Appeal is to you that if you are not getting and would like to receive information via email or post, of dates, happenings, get-togethers and Mike's invitation to tea.

Please let me know your preferred/correct email, or simply address.

My Apology is for my computer ineptitude and the arrival of Windows 8.1 that did manage to mangle a few things on my lap top; the thought of Windows 10 leaves me quaking. So sorry to especially newly joined members if you have missed information I thought was travelling to you via the net.

Finally, Anything Else. Our regular meetings are every six weeks, alternating between The Angel Inn, Larling, Norfolk NR16 2QU 01953 717963 and The Compasses Inn, Little Green, Essex, CM3 1BU where we meet up with The Eastern Angles of the CCC. The Angel Larling is always a very warm welcome we are looked after very well indeed. Roaring fires, fine ale and fab food if required. The Compasses Inn is much the same but one tip, if you happen to have the Landlord serving you at the bar do give him your full beer order to save his legs to and from the cellar or you may suffer his wrath. Be warned - but you will remember your visit for sure! So if you fancy a catch up, pop along some time.

Larling Norfolk, Tuesday evening meetings from about 7pm: January 5th, February 16th, March 29th.

Little Green Essex, Tuesday evening meetings from about 7pm: January 26th, March 8th.

Thank you to Tom for a suggestion for Drive it Day 2016. At the moment we are waiting to hear from the suggested venue in Norfolk. I will keep you posted; probably quite literally.

For details or suggestions for future activities contact Jasmin Gagen

Tel: 01284 827039 eastern@traction-owners.co.uk

PEAK

Thanks to Martyn & Diane Baker who arranged the December meeting at the Holly Bush pub in Seighford.

Mick Holmes contacted us to say 14 members attended and had a nice lunch. The pub was very busy as there was also a Craft Fayre on, so a chance to do some last minute Christmas shopping.

At the time of writing John & I haven't decided on a pub for the February meeting but can tell you it will be on Sunday 7th February – weather permitting.

For details of future planned activities contact: Bev & John Oates

Tel: 01629 582154 Email: peak@traction-owners.co.uk

Section News

LONDON

In 2016 our meeting date will be changing to THE FIRST THURSDAY OF THE MONTH, still at:

THE ROSE OF YORK

Petersham Rd, Richmond, TW10 6UY

Starting at 8 pm

We are looking for a new location with space to hold our meetings, good beer and car parking space. If anyone has found a good pub (not too noisy) that would be suitable then please let us know.

In the meantime please come along and meet more members. For more details or information please contact:

Peter & Sue Simper

Tel: 01784 559867

email: london@traction-owners.co.uk

KENT/E SUSSEX

Adrian sent me a report for the July/August edition, which never reached me as it went into my Editor's Junk File (see my P.S. attached to the Editor's Epistle). So, here's Adrian's 'delayed' report, plus his latest news. Ed.

FOR JULY/AUGUST FP

The number of members continues to creep upwards with the number of roadworthy cars lagging this a little. But they are there! And soon they'll be running again.

We managed to field three Traction - two Lights and a Normale - for the Drive It Day organised by the Maidstone Historic Vehicle Group at the end of April, which was well supported, despite rather dull weather.

We were all assigned to the anti-clockwise group so managed, sporadically, to travel in convoy. Organisation and route instructions were excellent, but at the end of a longish circuit attention was faltering and some of us missed the last lane section and took the fast road back to the start point and a very welcome carvery lunch.

FOR JANUARY/FEBRUARY FP

The Kent & East Sussex TOC group met again for what is rapidly becoming a traditional pre-Christmas lunch at the Vineyard, Lamberhurst; thus celebrating our region's oenological (try saying that after lunch) heritage. There were three Citroëns present, including the recently acquired 11 Normale that one of our most welcome new members David Burrige drove up from Deal. David has set the rest of us a high benchmark with a model in beautiful condition. Marc Carpenter was able to celebrate the return of his Red Light 15 to the road after a long time sorting out various problems which have now been overcome, leaving the car in great fettle. John Barsley was faithful to the marque in his modern C5. Peter Lock was also there entertaining us with news of his reliable Light 15 with its magnificent heater and of his other overseas travels. Topics discussed ranged across Solex and Weber carbs (an early suspect in Marc's travails), gearboxes, brakes, top speeds and electrics to the planning of the TOC 2016 Annual Rally next June, which is set for part of our turf. It was hoped we could meet up again in the spring of 2016.

For details of future planned activities contact:

Adrian (Phillips)

email: kent-east-sussex@traction-owners.co.uk

SOUTH WEST

For details of future planned activities contact:

Howard Speirs

south-west@traction-owners.co.uk

REST OF WORLD (ROW)

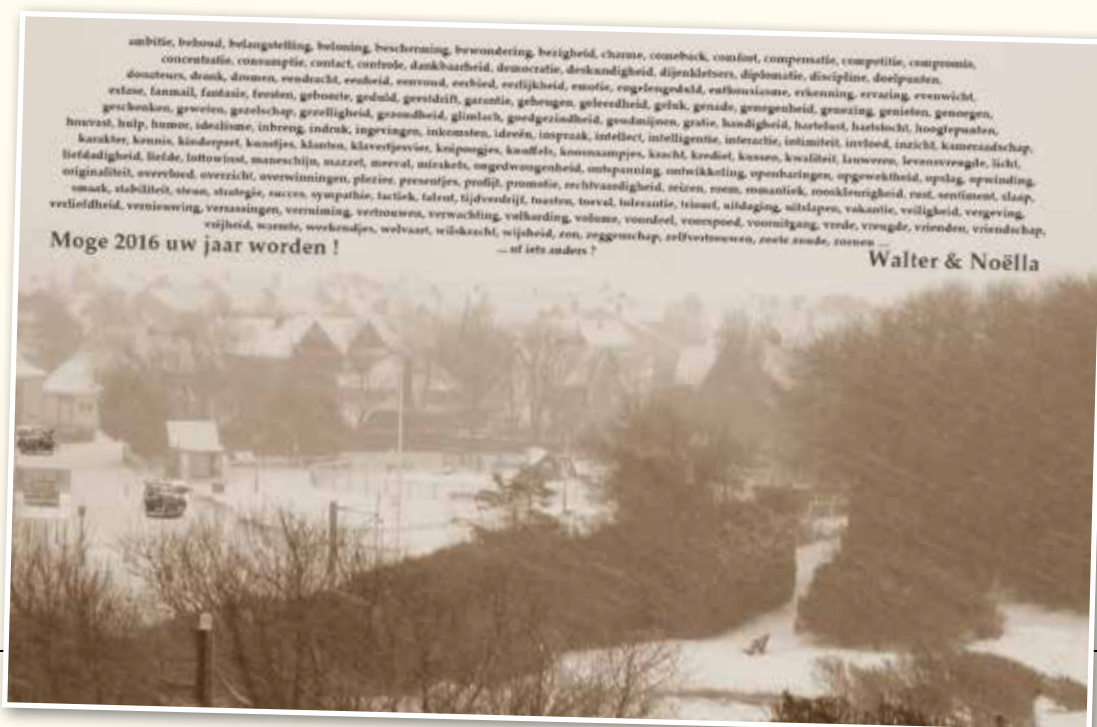
Walter & Noëlla

Section Co-ordinators - Rest of the World

Traction Owners Club

Tel: 0032 471 860 979

email: rest-of-the-world@traction-owners.co.uk



GANGSTERS AND POLITICIANS

Dear Bob

I attach a delightful info panel from the excellent motor museum at the Le Mans Circuit describing their Traction. Jaundiced observers of the French scene might ask what difference there is between the two classes of owner. I suppose it marks a natural progression.

All the best

Adrian (Phillips)

Yes, Adrian. See part two of my Editor's Epistle.... Ed.



GRINDR

Dear Ed,

Save your starter and battery

As a long-suffering owner of a 1953 11BL I am used to the grind of getting it started after leaving it a few days... oh boy!

As you all will know the fuel level drains back to tank level and it needs much cranking over before the carb is primed and it fires... in desperation I even fitted an electric fuel pump which helped a bit but blimey I then needed an oilfield to keep the tank full as the added pressure shot fuel through like it was going out of fashion. Great for shooting uphill with my Moretti-supplied and tuned engine but bad for the wallet

FANTASTIC SOLUTION

"franzose.de" will supply a fuel filter with a check valve in it so the fuel doesn't drain back and they have a DS pump that is well.....great. Not as pretty as the glass bowled item but easy to fit and works great for a third of the price!

Result—after a week of no running (which is quite rare) the car starts on the first turn. This is unprecedented joy in the household – the battery and starter even jumped for joy at not having to crank the motor over so much.

Check it out – part numbers are:

- Fuel filter 10613 €5.99
- Pump 32313 €39.99

Best to you all

Chris Holme (trying so hard not to be an anorak!)

LA VIE EN JAUNE

Picture of Miss Buttercup who takes pride of place on the front of this month's Bugatti Owners Club magazine.

In the passenger's seat is Maggie Webster the BOC Secretary. Taken at Prescott Hill Climb this summer during the French Weekend 'La Vie en Bleu'.

Nice to see that the little Citroën 5hp is getting some recognition at last!

Cheers for now and Happy New Year!

David (Boyd)



RIGHT SAID FRED.....

Hello Bob,

I recently experienced a phenomenon that in over 60 years of playing with motor cars I'd never come across. I had given the Traction her annual service, which this time included new sparking plugs. On firing the engine up there was a regular misfire so, pulling off the HT cables one by one, I detected the problem to be in cylinders 3 and/or 4. All cables were delivering a good, fat blue spark. Suspecting a duff new plug (it happens, even with NGK), I replaced nos. 3 and 4 in turn: lo and behold, the same misfire. I began to suspect head gasket failure - but why would that result from a mere dose of annual maintenance? I decided I'd be well advised to scratch my head and make a cup of tea.

One or other, or perhaps both, of these activities led me to try one more thing. I unscrewed the plug caps (suppressor type) and fetched out the multimeter. Setting this to measure

ohms, I checked the resistance between the brass screw at one end of the cap and the spring clip that engages with the plug at the other. Set on the maximum scale, the meter registered nothing. Problem identified.

I bought new plug caps and checked the resistance between the contacts at each end. All four gave a reading of 8,000-9,000 ohms (8-9 kilohms). Problem solved.

All this may be common knowledge to TOC members, but to me it was a new problem - and one that I've never seen in the troubleshooting manuals.

Best wishes

David De Saxe

SCOTLAND - THAT REFERENDUM

Den Hewitt writes from Somerset (so isn't strictly allowed to vote):

Surprised to see that the Scottish Public Holidays are not shown in the calendar.

Regards,

Den

Ken Gordon writes from Edinburgh (on real paper!): →

Oor Wullie de Little writes:

Help ma Boab! It's a sair fecht dayin' th's calendar!

Wullie's friend, Fat Bob, writes:

Wullie de Little wins this referendum. We have had lots and lots of complimentary messages about the new-style calendar (including some from Scotland). A lot better than the last bloke, they all say.

[REDACTED]
EDINBURGH
[REDACTED]
23RD NOVEMBER, 2015.

DEAR BOB, MEM 2472.
I AM A NEW MEMBER WHO HAS
JUST BOUGHT A TRACTION IN FRANCE & JOINED
THE TOC.
THE 2016 CALENDER ARRIVED WITH THIS
ISSUE OR "AWAYING POWER" & IS TO A VERY
HIGH STANDARD. I PARTICULARLY LIKE THAT
EACH MONTH HAS SEVERAL PHOTOS INSTEAD OF
1 LONG ONE & ALSO THE DIVERSITY OF THE SHOPS.
I CAN LOOK AT OTHER TRACTION'S WHILEST MIAE
SLEEPS IN FRANCE FOR THE WINTER
Regards Ken Gordon

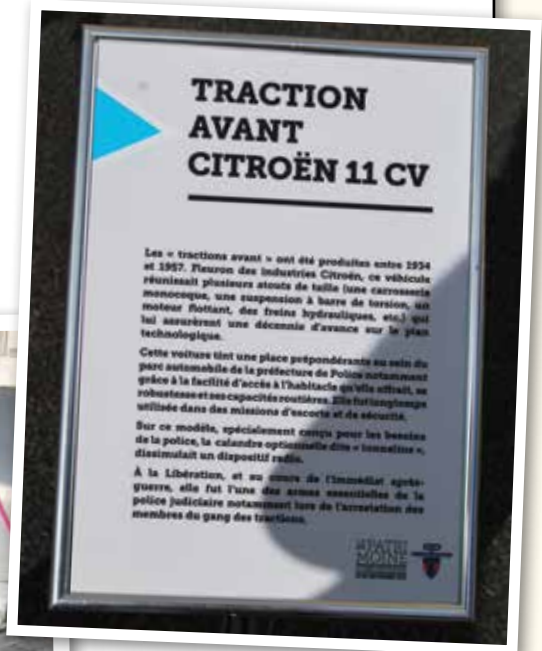
PICTURES AT AN EXHIBITION

Hi Bob

Some friends of ours, Keyth and Sara Richardson, had a few days in Paris a couple of weeks ago, and took these interesting pictures outside an exhibition. I thought they might be useful to you if you need to fill some space!

Regards

Julian Pratt



LONG-TERM OWNER REQUIRED

Hi Bob

Had a guy ring me who is a freelance writer and supplies stories for car mags. He is looking for someone who has got a Traction who has owned it from new, or it has been in the family and knows its history from day one.

His name Andrew Roberts and his phone number is 07923

896530. Maybe a note could be put in our mag. He is not pushing time wise, but he would like to promote the Traction as he feels there is not enough publicity about them.

Cheers

Mick (Holmes)

SAND DANCE

Bonjour Bob, Bonjour Chris (Bailey),

What a surprise opening the last issue of FP to read about my search of LHD Light 15 survivors.

Merci beaucoup.

For the moment I have no others results... but I wait.

About the Egyptian L15, pictures were taken 10 years ago! By a French journalist in touch with Dominique Bellière. We hope

this car will survive by a private Egyptian enthusiast!

Chris: You wrote me a Canadian tractionist had to leave his car in Egypt when he had to come back home. This is his car?

Cordiales salutations.

Pierre Wattecamps

THAT BOOK AGAIN - MUST GET A COPY!

**CURIOSITES des AUTOMOBILES, VELOS,
MOTOS, JOUET ANCIENS**

at

MUSEE d'Art Populaire, Chasseneuil-de-Poitou

In September we went to France to initially stay in our "petite maison" in Putange Pont Ecrepin and then to go on to spend a few days with friends of ours who have a barn of a place south of Poitiers in the Charente district.

In May/June 2015 issue of FP MCW noticed a recommended book called "France: The Essential Guide for Car Enthusiasts" which subsequently he purchased. A real mine of information of interesting places to see all over France – One of the museums recommended was Musee d'Art Populaire at Chasseneuil-du-Poitou so, as it was on our way back from our friends, we decided we would all give it a go.

Wow! We were not disappointed! There was something for everyone or all ages and interests. Nobody could be bored there!

Opening times were from 14.30 – 18.30hr but I did not understand what "monsieur" said on the phone so we arrived an hour early which was fine as it meant we could go and have a bite to eat somewhere. Our friends knew the area and said there was an industrial area nearby where they did food – well, it wasn't that good actually - our trial started when us, around 60+-year-olds, had to learn quickly how to order food and drink from a machine in a fast food outlet with the crowning glory by one of our friends with the comment that it was possibly the worst beef burger he had ever had in his life! However it filled a gap and the time was passed in a convivial manner.

We arrived at 14.30 to be welcomed by "monsieur" who spoke no English and none of our French is good enough to really understand what he was saying but we understood that he insisted on us having a few photos to start and intimated that we could walk around wherever we wished. I think that if you spoke French he would have only been too pleased to take you on a tour and tell you all about his collection.

Our eyes lit up with a treasure trove of literally everything and anything you could think of. Seeing is believing! You name it and "monsieur" probably had one or more there. Anything from clocks to soda syphons, stuffed animals to manikins, carriages to old cars, traction engines to a plane and helicopter – inside and outside, under cover or weathering.

We spent a couple of hours there with

each of us in turn calling to others with "Come and see what I've found!" "Where on earth did he find one of those?" "There isn't just one of but I've counted!"

"I haven't seen one of those for years. I remember my Grandma having one of those in the" etc.

We urge anyone in that area of France to go and visit this amazing place as "monsieur" is marching on in years and goodness knows what will happen to the incredible haven of curios when he passes to the huge collectors' paradise in the sky! Already it might be considered that much of the stuff is probably past its sell by date and if it was moved it may actually just crumble away. Go, see and enjoy its magic before it is too late!!

Michael Willats



FURRY STORY

Dear Bob,

For the second year running our Big 6 was pressed into service to deliver Santa to the Globe Inn in our village, to raise funds for the annual 'Furry Dance', a kind of village fete held to celebrate the fishermen returning from Newfoundland in past times, having traded their fish for furs. As you can see the car sprouted antlers and a red nose, with some red berried foliage to add some whiskers!

Appropriately 'snow' arrived just as we rolled up to the pub. The snow is from a foam machine and I'm still polishing out the ring marks on the very old Tudor Grey paintwork! But its all in a good cause...

Kind regards,

Tony Stokoe



SITUATIONS VACANT

NEC Co-ordinator for 2016 Show

As Cleve has mentioned in his Chat, several members have now stepped forward to manage the 2016 NEC Show. Thanks for your help!!! Just two more positions to fill....

Club Social Secretary

Would suit someone who enjoys wining and dining but can nose out hotels where a good meal and bed and breakfast comes in at under £10 per night (considered on the expensive side by many members).

Applicant must provide own car and Michelin Guide.

Contact: chairman@traction-owners.co.uk

South Midlands Area Rep

I find there is no official agreement on what constitutes the South Midlands. Variously it is said to run from Aylesbury and Oxford in the south, up to Nottingham in the north and across to Birmingham in the west.

So, would suit a Tractionist who isn't sure where he lives.

Contact: chairman@traction-owners.co.uk

TOC TECH

So, the article I mentioned in the last FP is sitting snugly up on the web site and Mick has added a few more from his own web archives.

I've now added two more articles to the TOC Tech section on the site. Remember: you go onto the site, click on the Technical Support button, then enter the TOC Tech section to find all these articles.

Here are the abstracts of the two latest pieces to go up on the site.

Article Title:	<i>Fitting an alternator to a TA 15-Six</i>	
Recommended by:	Steve Wright	<i>An article about overcoming the technical difficulties in fitting an alternator to a 15-Six at the least possible cost.</i>
Author:	Karel Beukema toe Water	<i>Copyright rests with the author.</i>
Pages: 5	Photos: 11	Download size: 657KB

Article Title:	<i>New improved silent blocs now available for TAs, including the Big 6</i>	
Abstract notes by:	Roger Williams	<i>In the rush to get the Traction built certain parts had serious engineering flaws that were not addressed during its 23 year production life and the design of the silent bloc type suspension system is a good example of this. The principle of the design for the Normale/Légère type cars is that a splined pin connects the bottom suspension arm to the front and rear silent blocs that are bolted to the cradle. The splines in the broached tube that are 'rubbered' into the silent bloc housing and those in the bottom suspension arm are parallel but the splined connecting pin is tapered. The splined connecting pin is knocked in from the rear and gets successively tighter as it passes through the bottom suspension arm and into the front silent bloc. The original splined connecting pins were splined over their full length but later there was an undercut section of approx 50mm with no splines where it passed through the bottom suspension arm. This reduced the engagement in the bottom arm by 60% and caused the broaching at the outer edges of the bottom suspension arm to 'bellmouth'.</i>
Author:	Roger Williams	<i>Copyright rests with the author.</i>
Pages: 10	Photos/diagrams: 11	Download size: 3Mb

Once again, I include in the magazine a 'small' TOC Tech piece. The following short article appeared in the Australian Citroën Club magazine 'First Drive' in March 2015.

It is reproduced here by kind permission of the then editor, Leigh Miles.

I hope the little problems that the author, **Julian Ridgers**, encountered will be of interest to UK tractionists, should they bump into the same annoying difficulties.

Old cars are, by reputation, relatively simple devices, not bedevilled by 'black boxes' and other modern miracles. Does that apparent simplicity mean that they are easy to maintain? In some cases, I would argue no, because the knowledge that was once commonplace and accepted at the time when Light 15s were youngsters has gone to the grave with many of the mechanics of the era.

I give as evidence two simple things, one to do with brakes, and the other relating to steering.

Problem One

What could be more simple than the Light 15's drum brakes, or indeed the rack and pinion steering. I recall that some decades ago when I became a Light 15 owner the car was troubled by having sat around for some years in a car museum. Its brakes were therefore tenuous, pulling madly, juddering, and leaking fluid. The normal remedies were applied, but the juddering persisted, until I referred the matter to a mechanic friend who was about to retire after a lifetime of preparing and maintaining racing cars in Australia and overseas, and then in later life, restoring vintage cars.

Juddering in Lockheed single leading shoe brakes was a doddle to fix, said my friend Geoff. All one needed to do, apparently, was to remove the brake drum (bother!!!) take off the shoes, put in a new bronze bush at the top pivot point, and drill it about half to one degree off right angles.

The point of the exercise is to slightly cant the shoes, so they do not fully engage the drum at once. In subsequent driving, I have had smoothly acting brakes.

Problem Two

During the recent 80th anniversary run, hurrying from Melbourne to Gundagai (my three months restoration of the car, well-planned etc etc and completed an ample two hours before the Tasmanian ferry sailed) nearly came to an end when, 20 kilometres from Gundagai, the steering 'went loose'. I should add that up to this point the steering had been exemplary because two Launceston men who have made front-ends their life's work had really got the old beast tracking nicely.

Driving very cautiously to Gundagai, the car was given a clean bill of health by the local garage man, and again the following morning by Lance Collins and his friend Rex. So off we set on the rally, with steering which felt 'just a little odd'. Suffice to say that we made it through the event, with lots of steering kickback and a growing tendency to run off the road.

However, underlining the difficulties that can lie in properly analysing a fault in a fundamentally simple device, when I got back home I took the car back to the front-end men. Jason immediately detected 4mm toe-out on the left side, easily fixed, but the car felt just as bad. So he reduced toe-out, first to the recommended 1mm, then to neutral, with the much the same result.

On the third attempt, and with a growing sense of "I can't believe it", Jason had the car back on the alignment rack, and just happened to give the left wheel a good push back and forward with his feet.

A small clicking sound followed. It transpired that the coupling on the LHS track rod where it feeds from the rack centre had become just a whisker loose in its housing. Taking out the split pin, tightening up the castellated nut, and all was resolved.

It all goes to show...something or other, about things that go bump in the night (or on the road, for that matter, when you least expect it).

(See also Martin de Little's piece on fixing his Traction steering, Page 30. Ed.)

Bailey's Banter

Bumpers, key holes and the contributions of Monsieur Jean Albert Gregoire to the Traction Avant. These are the topics for this month.

I am an unabashed enthusiast of the Traction Avant but I'm certainly no expert. I write these columns to improve my knowledge and I now know more than I knew before. This results from digging around through available sources and asking the real experts.

So, when **Pierre Wattecamps** asked me a question that I could not answer, I hit the books – and the internet. Pierre was not sure if the bumpers on his "Folie d'Amour" Slough left hooker were the right style for the age of his car. Thus far I had only thought of bumpers as curly or straight – with Slough straight bumpers being more substantial than French ones, and of course the heftier example on the 15/6. So, imagine my surprise when I found that, as far as the Slough cars were concerned, there were actually four styles, with of course the width variations for the Light and Big body styles. My research has revealed the following (of course, if you know better, please do not hesitate to correct me). The 1934 Slough car was launched as the "Twelve" which sported V-shaped bumpers.



These bumpers were flat and did not wrap around at the ends. They were originally made in two pieces but, according to Jon Pressnell's book (page 122), a single piece bumper was introduced in 1936 – still with the V-shape. I don't know if I have ever seen one of these cars in the flesh. The picture in the brochure is, according to Olivier de Serres' Grand Livre, a retouched version of that for the French built car.

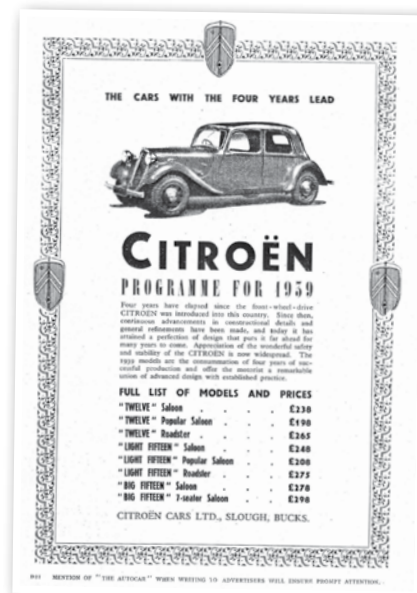
In 1937 the bumper design changed from the V-shape to the second style which was straight with tightly rolled ends. I took this photo of DAB 59 at the TOC Rally earlier this year which

is a very nice 1939 model. The ends are not supported and I imagine that the rolled ends are not just to eliminate the sharp edge but also to reduce the natural frequency and prevent them resonating – I believe other cars of the period do a similar thing. Owner **Richard Waynham** wrote the story of DAB 59 in the November / December 2007 issue of F-P.

Shortly after this one was made, the "Popular" was introduced into the UK range for the 1940 model year. Priced at only £208 the "Popular" was a RHD Paris built Légère. This was an austerity model, having the French style dashboard and 6 volt electrics. It had neither the flippers of the regular Slough car nor the leather seats. It came

with the French style curly bumpers. So whilst this was the original style of bumper to appear on the Paris car, it was already the third for us Brits and remained across the range until 1949 when the straight, but deeper section style was introduced. This was the fourth style and remained in production until the end, although I suspect there would have been some minor tweaks, at least when the big boot arrived for 1953.

Now, I have been contacted by **Peter Fereday** who sent me photos of a 1940 Light 15 owned by **Brian Wade** in Queensland (see F-P May/ June 2007). This car has a straight front bumper and a curly rear one. Is this how it left the factory – was



it built during the transition from straight to curly? Or did this car, which Brian bought as a wreck, pick up this mixture somewhere during its history? Are there any others like this?



My research for this started by searching the back issues of *Floating Power*, which are all available on the TOC website for paid up members. The March/May 1988 issue contains a letter from **David Boyd** with a photograph of a 1937 Light 15 taken in Dartmoor in 1948. David notes the “strange rear bumper”. Then the November 1988 issue features a reproduction on an *Autocar* article from March 1935, describing the introduction of the Sports Twelve and Super Modern Fifteen. The illustrations show the V-shaped bumper as well as other interesting innovations such as the vacuum advance on the distributor.

Information on the “Popular” came in part from an article describing Slough dashboards in the October 1976 issue by **Reg Winstone**. There seem to be about eight versions of Slough dashboard. They must have been busy in Slough managing all those changes.

There have been more or less six issues of *Floating Power* published every year from 1976 and every one of them (except one) is available online. That's over 230 issues with technical articles, photos and letters about the ups and down of life with a Traction Avant / Light 15, call it what you will. So, you would think that that there wouldn't be a question which had not already been answered by the great and the good over the last 39 years. And to a large extent that is true. Notable as a source of information is the August 1997 edition of FP for answers to the Anorak's Quiz which had been posed in June 1997. Two sets of answers are given – the true ones and a more entertaining set, that I wish were true.

The recent discussions about LHD Slough cars and the discovery (for me) that the UK destined Popular was built in Paris made me wonder about some of the detail differences. Now my brother has just noticed that the only door lock on my car (1951 French built LHD Normale) is on the passenger side. I've known for the last eighteen years that it is normal for French built Traction, apparently it is a good thing to open the door from the kerb. Not a bad thing but personally, however, I'd also like to be able to unlock the driver's door from the outside. I feel that I, as the driver, should have that

right. However, if key lock on only one side was all Citroën would provide – it behoves them to decide which side. And did they use the same logic for the left hand and right hand drive versions – and was the same logic used irrespective of where the car was built? Having been digging around for the bumper information I assumed I could find answers to this question in the same way.

Well yes and no. it was no difficulty finding out about the Slough RHD and LHD cars. Just ask the owners and look at photos. I believe that Slough cars, whether RHD or LHD had the lock in the same place as regular French lefties, that is on the right front door only. That means that Paris and Slough used different logic – unlock the door from the kerb in France but stand in the middle of the road in Britain. But what about the RHD French cars? I haven't found the answer to this - it's represents quite a gap (although possibly the only gap) in the *Floating Power* archive. I would however imagine that a right hand drive Paris car, Popular or otherwise would have the lock in the same place as the others, on the right side. I'd quite like to get a definitive answer to this so will ask around a little more and I now think I know who to ask.

If all this is true, why then do the spare parts suppliers offer locking door handles for the left front door? Did enough French Tractionists get fed up with reaching across the car and then walking around to get in the other side to create an aftermarket demand? Well, as soon as this question appeared in the Citroënian I was pleased to get a call from **Martin Vickerstaff** who proposed the answer – the H-Van uses the same curly door handles and its driver's door has its own key hole – presumably to preserve a delivery driver's sanity as he repeatedly hops in and out. Thank you Martin, I have been sleeping more soundly since you called.

Now, an apology for another error. Previously I wrote that Mercedes rejected air suspension – but this is not quite true as **Larry Lewis** told me. He should know as he had an example of an air suspended Merc that was available during the 60's. The W100, 109 and 112 models were offered with air suspension and Mercedes did not start offering hydropneumatic versions until 1975. I am grateful to Larry for putting me straight and I challenge all of you to spot the deliberate errors in the following story.

I've become quite interested in my Traction Avant's suspension – not to the point of replacing the knackered dampers on my own car - but interested in why it is what it is. You can't go far down that road without bumping into M. Gregoire and his variable rate suspension kit.

The Traction Avant was an early adopter of torsion bar suspension in an era when leaf springs were still the norm. A key advantage is their compactness – of necessity they run along the suspension pivot axis and therefore could be said to take no space at all. Of great importance to a monocoque

structure is that the spring can be arranged to transfer the loads to a part of the structure that is stiff enough to take it, which may not be quite where the wheels are attached. This is helpful if you wish to place the wheels at the extreme corners of the car – just where Citroën put them on the Traction Avant. A downside of a torsion bar compared to the then conventional leaf spring is that it has a constant spring rate – it doesn't get stiffer as it is deflected. That's not great for comfort although a decent set of dampers will help here (not that I have any direct experience of that). A rising rate spring would be better. This is the problem that the Gregoire suspension solves (although of course hydropneumatic gas spheres solve it better).

But the Gregoire story does not start with suspension...

Jean Albert Gregoire is a name that is connected with Citroën, particularly the Traction Avant, and later Panhard, as well as Renault, Hotchkiss and a few other makes. Gregoire never had a paid job with Citroën, and the relationship seems to have been quite complicated. His initial innovation was not related to suspension at all. M. Gregoire was a pioneer of front wheel drive. His company "Societe Anonymedes Automobiles Tracta" was a manufacturer of both an almost true constant velocity (homokinetic) joint called the Tracta, as well as a front wheel drive car of the same name. The word Tracta is a derivative of "Traction Avant" and originated in about 1926. After 1932 the company stopped making cars to concentrate on the Tracta joint.

In his 1954 book "L'Aventure Automobile" translated into English as "Best Wheel Forward", Gregoire describes how his friend and benefactor Pierre Fenaille designed the original Tracta joint and how together they established the Tracta company. It's a complicated story of successes and failures, deals and disputes, licences to use his patented designs and unauthorised infringements.

Gregoire's Tracta CV joints were fitted to the DKW and Adler front wheel drive cars where they were apparently successful with 30,000 of them having been so equipped (according to Gregoire) although Gregoire had a long running legal dispute with those companies for non-payment of licence fees for which he blames Herr Hitler. These joints were of course also fitted to the Tracta car of which several hundred examples were made. They were deemed successful because they solved the problem of jerky and snatchy steering therefore allowing the handling benefits of FWD to be used to the full when driving with panache. The Tracta joint was also later used in 4 wheel drive and 6 wheel drive military vehicles to allow large vertical suspension movement on driven wheels. Gregoire writes that, in 1933, he joined Citroën on a voluntary basis as "*technical advisor for everything to do with front wheel drive because the (Traction Avant) prototypes were equipped with Tracta joints*". He goes on to describe the

hostility and mistrust he experienced from the Citroën design department. "*At Citroën's the unfortunate Tracta joint was condemned almost before its birth. It had too many powerful enemies in that technical citadel. Although the first cars delivered to the public were Tracta equipped, these were badly fitted and their machining was deplorable in spite of all my protests.*" Presumably they were made by Citroën. I think he may be a little less than objective here, elsewhere in the book he says that he told Bendix that the Tracta joint "*had the advantage of not requiring a lot of precision in manufacture*". From what I can see of the design all the loads are taken on parallel but (including curved) sliding surfaces. I would expect it to be highly dependent on surface finish, material specification, accuracy and cleanliness and the properties of the lubricant – more so than most of the competing designs for CV joints which use rolling contact areas which reduces the risk of galling and gives a lubricant a fighting chance of clearing out debris. I suspect that M. Gregoire may have been inclined to oversell the Tracta joint and have something of a blind spot to its weaknesses. Funnily enough, that is exactly the fault he attributes to André Citroën. According to Gregoire, the first 1000 Traction Avants were fitted with the Tracta joints. The change of gearbox from the Sensaud de Lavaud automatic type to the manual one was a last minute thing once it was made finally clear to Citroën that the torque converter was not up the job. Suddenly, those Tracta joints had to deal with the full torque that the engine could deliver – including up hills. "*The Tracta constant velocity joints, badly fitted and made, seized up, and the insufficiently tested housings cracked in the middle*" I believe Gregoire is referring to the gearbox housings. "*That was the last straw*" and the joints were changed to the double Cardan joint we know and love, and lubricate (or change to more modern CV joints). Why did these joints not perform as well as they had for DKW and Adler? Was it just manufacturing quality – or, was it that Gregoire had made a change to the design? Gijsbert-Paul Berk writes in his book "André Lefebvre, and the Cars He Created at Voisin and Citroën" that Gregoire admitted in another of his books "50 Ans d'Automobile" that he had made a change to the design to ease assembly.

Gregoire then concentrated on larger capacity Tracta joints for military applications which were manufactured under licence and widely used during the war – although he felt somewhat cheated after the war about the licence fees he received – or didn't receive.

During the war and for a long time after he collaborated with the company Aluminium-Francaise. They produced a car with a cast aluminium body: the AFG (Aluminium-Francaise-Gregoire). This car was the basis of what eventually became the Panhard Dyna. The AFG was very light compared to the weight difference between a solo driver and a fully loaded car.

The solution was the variable rate spring – and now, finally we get to the reason for the variable rate Gregoire Suspension.

The problem was solved by adding a second set of springs set at an almost 90 degree angle to the vertical purely to increase spring rate as the car sank.

As well as developing a cast aluminium, electric powered car and then the car that became the Hotchkiss Gregoire, he marketed conversion kits for the front and rear suspension on the Traction Avant and the rear of the Renault 4CV. I have not found any references to kits being offered for any other models. The kits comprised additional springs arranged to have no or little effect when car was at normal height but, due to the geometry, were stretched with a non-linear characteristic as the ride height reduced. In fact, looking at the pictures of installed kits, it looks as if the additional springs actually compress in the initial downward movement before starting to stretch as the car sinks further.

Gregoire says in "Best Wheel Forward" that in 1948 he asked if M.Boulanger would object to such a kit for the Traction Avant being offered and received a reply that he would not. Gregoire therefore went ahead and offered them to Citroën agents only to receive a hostile reaction from Citroën. Any agent found to be offering the Gregoire kit was threatened with the loss of his distributorship and

customers were told they would lose their warranty cover. Citroën's policy, under Boulanger, was completely against any accessories, especially from 3rd parties. Maybe the development work on the hydropneumatic system was another reason. Notwithstanding that, at the time of publishing the book in 1954, Gregoire claims to have fitted his kits to 10,000 cars. Renault seem to have embraced the idea rather more positively and they themselves developed it further for the "Aerostable" version of the subsequent Dauphine – where the vertical spring was replaced with an air bag.

More information on this very talented, highly productive and probably quite frustrated industrialist is available in this essay <http://www.cairn.info/revue-cahiers-d-histoire-de-l-aluminium-2009-1-page-6.htm> - or <http://tinyurl.com/nw2b3ge>. Gregoire's

own collection, now owned by The Institute for the History of Aluminium can be seen at the Schlumpf Museum in Mulhouse, France.

As for my own car – little to report. A "tinging" noise started to be heard on braking – which developed into a louder tinging noise on any kind of deceleration. This turned out to be the fan touching the radiator which, I assume, had crept back in its slots. Easily fixed. I haven't touched any of the harder things yet. Like the exhaust manifold which continues to be cracked, no doubt covering up other noises that would worry me. Neither that, nor the fog stopped me taking it to the London to Brighton Veteran Car Run. I parked in Staplefield near to a well-worn 1927 Delage – right hand drive like all potential racing cars of the era. On the way home I stopped for a chat with the Panhard et Levassor club who always pitch their tent near Handcross. Just as I arrived, another Traction was leaving – the only other one I saw the whole day. Obviously there were a fair few Panhard et Levassors participating in the run (obviously no Citroëns) but it really gave me a chance to have a good look at the Dyna Z, PL17, BT and CT. I was very impressed. That's what I call a big boot!



If you want to watch an interesting video, "The story of Citroën by Citroën" is on Youtube at: <http://tinyurl.com/p52yl69>

Bonne année à tous.



RUBY Anniversary of the TOC

17, 18 & 19th June 2016

Peasmarsh, Nr Rye, East Sussex. TN31 6YH



This year's Annual TOC Rally will take place at Peasmarsh, Nr Rye, just a short distance from the site of the first TOC Rally which was held in 1978 at The Cock Inn, Peasmarsh. Here is the provisional programme, minor detail may change over the next 6 months.

Friday 17th June

Possible Rendez-vous with our overseas visitors
Bar-b-que evening at Peasmarsh, TOC & visitors welcome

Saturday 18th June

Road Tour of Kent's Unique & Beautiful Romney Marsh
There's such a wide range of fascinating places to choose from, you won't be able to visit them all! Here are just a few....

Ancient Cinque Ports Town of Tenterden with its Shops

Tenterden Steam Railway

Mediaeval Churches of Romney Marsh

Brenzett Aeronautical Museum

Romney Hythe & Dymchurch Light Railway

Dungeness Lighthouse

Ancient Cinque Ports Town of Rye with its shops

TOC Dinner at Flackley Ash Hotel
with entertainment from the "Cosmic Sausages" Live Band.

Sunday 19th June

Morning visit to a Kentish Attraction.

Lunch and afternoon at Hole Park, Rolvenden

Depart.....

But for those that wish to linger longer in the Garden of England,
Sunday night accommodation is available at the Hotel.

Book early as accommodation is limited.
Bookings only accepted using the form provided.

TOC RALLY 2016



40th Anniversary of the **TRACTION OWNERS CLUB UK**



UK SUMMER RALLY 2016

BOOKINGS ONLY ON THIS FORM - PLEASE - COMPLETE IN BLOCK CAPITALS

Friday 17th June, Saturday 18th June and Sunday 19th June 2016

at the Flackley Ash Hotel, Peasmarsh, Near RYE, East Sussex. TN31 6YH

**See over
for T&Cs**

Driver's Name:.....Dietary Requirements

Your Membership Number of your Citroën Traction Club.....

Number of Passengers:..... Passenger Names:...../...../..... Dietary Requirements

Address:.....

City/Town:..... Country..... Post Code:.....

Tel. Home:..... Mobile:..... Email:.....

Vehicle Details: Reg. No:..... Model:..... Year:..... LHD/RHD:.....

Flackley Ash Hotel Room rate per night includes Bed and Breakfast/s	Please circle Double ? or Twin ? Friday Night Saturday Night Sunday Night Single ? Friday Night Saturday Night Sunday Night	Early bird by 31/3/2016 Per couple@ £90@ £90@ £90 Per single@ £70@ £70@ £70	Early bird by 31/3/2016 = £ = £ = £ = £ = £ = £	Rate after 1/4/2016 @ £100@ £100@ £100 @ £75@ £75@ £75	Rate after 1/4/2016 = £ = £ = £ = £ = £ = £
Camping ; Would you like details of sites nearby.	Yes No	–Are you a member of The UK Caravan Club? 			
Friday Night BBQ	Number of persons@ £10	£@ £12	£
Saturday Night Dinner	Number of persons@ £35	£@ £40	£
Rally Attendance Fee, includes Sunday entries & ploughman lunch on Sunday	Number of persons@ £38	= £@ £45	£
	TOTAL		= £		= £
	Add 3% if paying by PayPal		= £		= £
	Grand Total		£		£

TOC RALLY 2016

Please note :-

- Accommodation is limited - First Come- First served, including room arrangements
- Payment please with booking - No payment = No Booking.
- The “Grand Total” does NOT include the following:
- Drinks at any event - Please Bring Your Own Drink + Glasses + Chairs for Friday night BBQ
- Saturday Lunch
- Saturday entry fees

PAYMENT

You can pay in £ Sterling in the following ways:

Please tick method of payment?

- By Sterling Cheque. Cheques to be payable to “Traction Owners Club”
- By BACS Transfer Sort Code 20-20-62 Account Number 40617679
- By EuroZone Transfer direct to Mike Mc Donald treasurer@traction-owners.co.uk
- Paypal, please add 3% to the Total cost and “send money” for the Total Amount to paypal@traction-owner.co.uk

Conditions of Entry:

1. All vehicles must be covered by a valid third party motor insurance policy.
2. Vehicles must not be driven or left in charge of any person who does not hold a current UK or EU driving licence.
3. All vehicles will be at owner’s risk and the Traction Owners Club cannot accept any liability whatsoever.

PLEASE RETURN ALL APPLICATION FORMS BY: FRIDAY 20th May 2016

Applications for Early Bird rates must be received by 31/3/2016

To: John & Bev BARSLEY, Little Orchard, Foxhole Lane, MATFIELD, Tonbridge, Kent. TN12 7EP

johnbarsley@googlemail.com

PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE you will be sent final details of the rally, vouchers for Friday night’s Bar-B-Q (if applicable) and joining instructions.

La Vie en Bleu

**Just a reminder about La Vie en Bleu which this year will be held on the 28 and 29 May.
For information please visit www.prescott-hillclimb.com
or contact Simon Saint on 01905 454961 janeandsimonsaint@hotmail.com**

About nine months ago, as I write, **Dan Uprichard** sent me an uplifting (in more ways than one) story about how **Mark Harding** from **Devon Traction**s went above and beyond the call of duty by taking all the necessary tools (and his wife!) to spend several days chez Uprichard in County Down.

He sent the story in two parts and I think a third and final part may be sitting on his desk while he waits for me to print the first two (and quite right too!)

So, finally, here is Dan's story of how the Traction fraternity stick together and go to extraordinary lengths to help each other.....

PART ONE

Bleu Belle, our 1946 Light Fifteen had been suffering from overheating and my phone calls and emails to members - to whom I am most grateful - confirmed that the water jacket around the engine was gummed up. I had removed the drain plug and done everything any of you could think of and even more. I had hoaked and poked and injected gunk and bicarbonate of soda, all manner of degreasing agents by syringe; all to no avail. The car ran hot, so hot that the sunroof was always open in winter; this was without the new carpets and head cloth too.

My second problem, which really made the poor girl stricken, was that the clutch became stuck. Again I had plenty of advice and did all the things you all would have done. I did so many emergency stops on the axle stands at 30 mph that I broke the starboard woodruff key!



Hhhmm, I managed to cobble a new one in and eventually with the aid of a working party on a winter's day last November we started her in gear on a hill at home and with marshals at each road junction I took Blue Belle on a four mile trip round the block with my foot hard on the clutch pedal, I had her up to 30mph and tried to alter speeds, hoping to break the clutch free, but to no avail.

Poor Bleu Belle, she was all forlorn and miserable in her cold winter shed. So after the New Year blues or Bleus I did some homework and sent information to five mechanics that I either knew locally in Northern Ireland or that were known to the TOC or in Traction circles. A friend and local mechanic who knows his way around vintage, classic and in particular rally cars hummed and hawed and eventually said he could fix my problems, but did not know when or how long it would take him. I had another such reply and one that said they were too busy and then two quoted replies from other suppliers. The one correspondent that shone from the others quoted his hourly rate and number of hours for particular tasks within the remit of the job. The communication then started between **Mark Harding of Devon Traction**s. We exchanged phone calls and many emails until he understood exactly what I required and what he thought the car needed, whilst the problems were being sorted and the engine was out.

It was eventually agreed that Mark would pack up his ute with all of the most conceivable spares and Traction replacement parts that he might need, as well as his tool kits and his trolley dolly/car dolly, in case he had to take Bleu Belle back to the mainland.

Mark then thought that it might be an idea to combine a mini-break for himself and his wife, could she come along? Well, said I, let's see what my dearest thinks. It just happened that the week we thought suited best for the work was one when my wife Liza was working away from home, so that was okay, as when she works from home she does need her space and quiet. So I did the ferry homework and Mark and Debbs set forth from Devon and took the Liverpool Sunday am ferry bound for Belfast.

In the meantime I had been given concise and clear instructions to dismantle appropriate parts from Bleu

Devon To Down

Belle, so quite a few weary evenings with spanners. I removed the front grille, radiator, gear selectors, Dynamo, horns, top chassis cross member and other things that I have forgotten what they are called.



The Sunday evening arrived and so did Mark and Debbs, just as my Irish slow roasted pork, rosemary, thyme and garlic was just ready, together with crispy roast potatoes etc. I do not think any of us knew what to expect but we seemed to get on well, particularly after the roast and some wine.

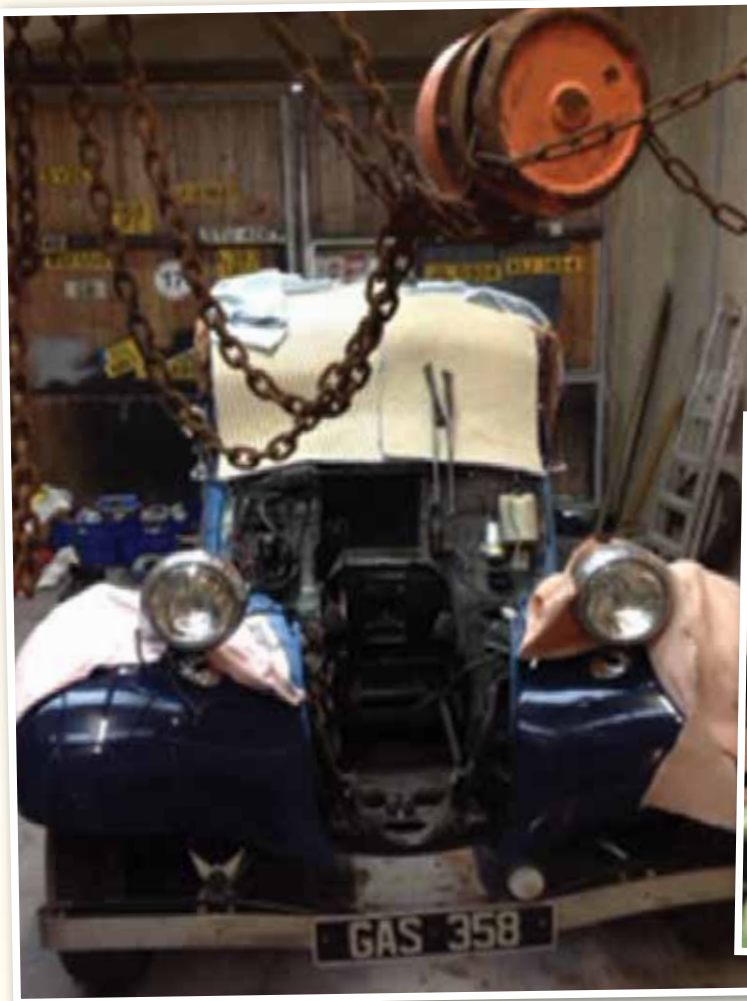
So what time shall we get up tomorrow was a question at around 10-30pm relaxed with our wine, shall we reconvene at 07-30am? Sounds like a good idea.

PART TWO

Day one of repairs: It was a wet and stormy night, the morning was greeted with nasty squally weather, the Devon guests arose at a Bon heure, lots of tea, some more tea and breakfast Mark and Dan unloaded Mark's cherished tools and Traction spares in Dan's shed. Yes it is a shed, I rather prefer a shed than a garage, a garage sounds like somewhere a car just sleeps, but a shed, is where everything lives and breathes. In my shed the cars and tools have a great time, I can almost hearing them starting their party when I switch the light off at night. I digress. I had removed much of the obstructions from the car's engine bay, Mark was keen to remove the engine quickly, so after pontificating about how we could rig up

his block and tackle, no substantial beams available, hmm what to do? I used a lifeline and phoned a friend, my mate Simon who has too many old cars to mention. Nope he did not have an engine cradle but Andy might have one, Terry would definitely have one but it might be huge. I just happen to have a twin set of substantial temp ladders; they might do, but what about a supporting beam for the block and tackle? I scurried around the workshop gathering all sorts of steel and wood lengths but all were too short or too thin, Mark settled upon three decking planks on their sides clamped together in several places. Well it worked; the engine eventually broke free after we had lifted it as it made its escape from the engine bay. Creaking boards and swaying engine we rolled the car back and lowered the engine and gearbox onto Mark's home-made jig onto my hospital bed, yes, this is a wonderful piece of engineering.





The hospital bed has a good thick timber mattress in place of the NHS one, the bed can be lowered to about 18 inches from the ground and raised to over three feet, as well as being on g wheels with brakes I find it a great piece of equipment in the workshop. I of course can never reveal how I came by it!

PART THREE TO FOLLOW SOON.....



Guernsey Rally

Thursday 28th April – Monday 2nd May

As per information in the last two issues of FP, I know that bookings for the Guernsey Rally are filling up (if not already full up).

For more details contact Rob Kiff on rob@kiff.co.uk

CTAB RALLY 2016

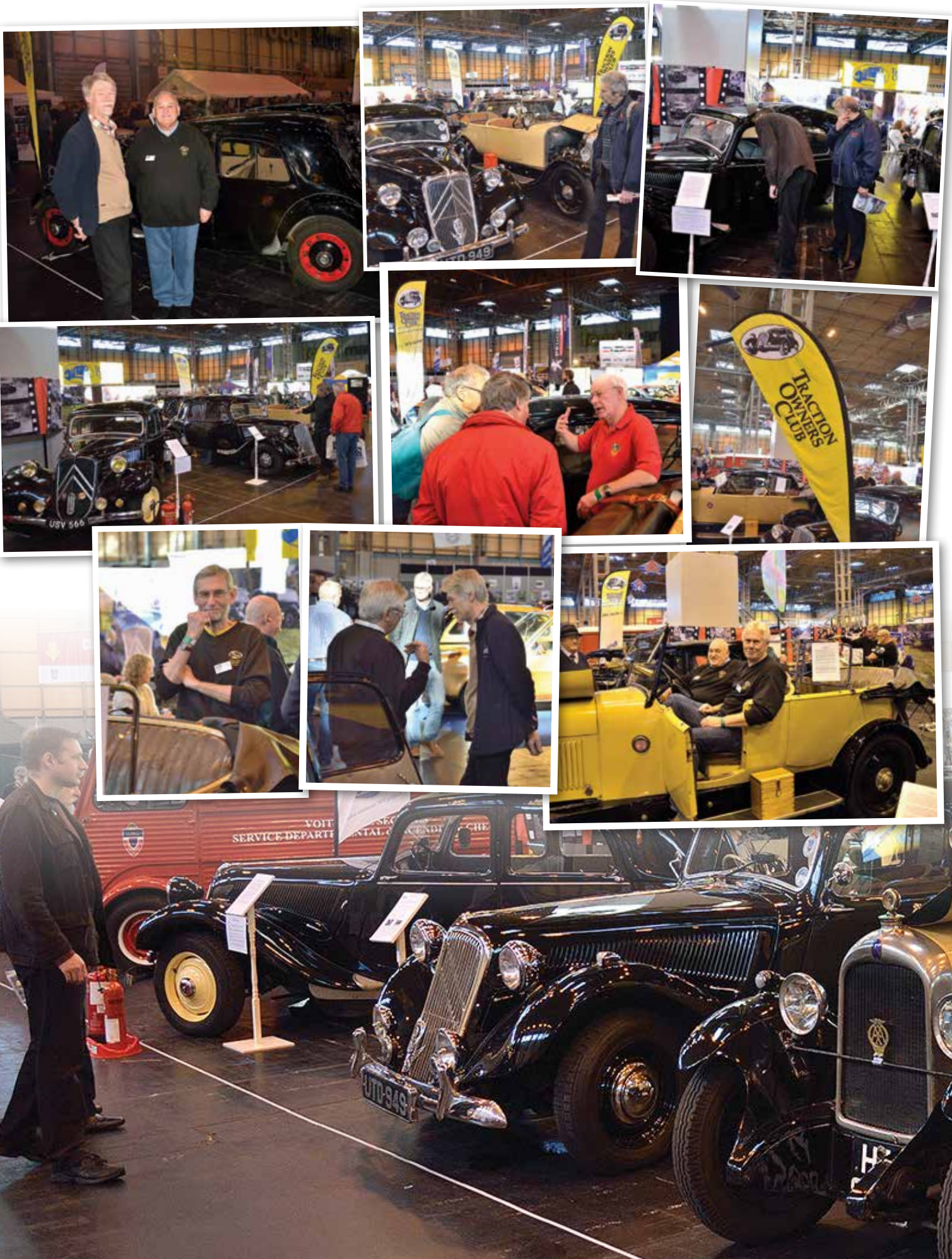
Martin Nicholson, who is our usual contact for the CTAB Rally, writes:

As you will have read elsewhere in FP, there will be no CTAB Annual Rally, aka the "Brittany Rally", in July 2016. Instead, many of our French friends will be joining the TOC in Kent in June.

I am advised that there is a possibility that the few French not able to join us, may perhaps have a small event, just the weekend; one or two days; close to 14 July, but I have no details at present. Please email me if this could be of interest to you..... vicmarnic@gmail.com

Martin

TOC at the NEC 2015





Rack & Pinion Steering

Some thoughts about the Rack and Pinion Steering on a Traction.

The other day, I had occasion to fit a reconditioned rack and pinion assembly to our 1955 Normale. It was while lying on the garage floor trying to feed the steering column into the column tube that my mind began to wander. In principle a steering column that has been cut in half for a power steering conversion would surely be easier to manipulate at this stage, what though were the implications for reconditioning such a unit? But we are getting ahead of ourselves.

In recent times the steering on our Traction developed some slack in it. By the time we returned from the Perigord trip earlier this year, I had 19mm of play at the rim of the steering wheel. A correctly set up rack and pinion (r&p) steering assembly should have no slack in it at all - nothing.

The pinion from our Normale steering can be seen here - it is less than 1" in diameter. There has been some wear on the pinion generally, and on the ends of the teeth in particular. You can clearly see on the pinion teeth tips (another two are similarly worn) that the hardened surface is breaking down. The broken off bits probably found themselves being further crushed between pinion and rack thus accelerating the decline of the pinion and rack.



If you are one of a growing number of Tractionistes who have invested in and are pleased to show off the virtues of power steering (usually by spinning the steering wheel in the car park) here are a few thoughts;

- If all the effort of steering is focused on this very small pinion, and the kind of wear you see above takes place only through human muscle power (albeit after many years) how much more quickly might power steering inflict wear and tear on the pinion?

Rack & Pinion Steering

- Does anyone have any idea of the life expectancy of the (r&p) with power steering installed?
- To fit the power steering kit, the steering column will have been uniquely cut by an individual somewhere at sometime. This means an exact exchange unit will never be available to you.
- If you cannot recondition your rack and pinion unit when it becomes worn, then who will?



So many questions and I have no answers!

Any comments from readers on these points? Ed.

I can though offer an idea of what is involved in swapping a worn unit over for a reconditioned one.

First task is to get the steering wheel off. If you have or can borrow the correct puller that is great, otherwise you will have to make one.

A mock up on the garden table of the puller that I made. It uses 1" angle and 10mm studding. The finely threaded screw comes from a general puller

set. The "Tufnol" pad was turned up on the lathe and then split. It fits below the steering wheel and around the steering column and is (not shown) held together with a large jubilee clip. The blue alkathene water pipe prevents the studding from -possibly- damaging the wheel boss.



With steering wheel off, you need to get the front of the car at least 600mm off the ground so that the steering column plus r&p can be withdrawn from the car. This I achieved using a friend's two post jack. There are two arms to the jack; one goes forward, the other backwards. In principle each arm extends to a car's jacking points. Not so on a Traction because even when fully extended, the arms are not long enough to reach below any of the suspension points. Thus we locked the two arms together (using a ratchet strap) and lifted the front of the car on its wheels.

With track rod ends disconnected, you then assume a position flat on your back and underneath the car. With the 4x8mm hex headed bolts that hold the r&p unit onto the car removed, the unit will descend of its own accord – really quite quickly.

Rack & Pinion Steering

The rack is now on or close to your chest, and you proceed to wriggle backwards and away from the car withdrawing the steering column as you go.



Left
The steering column - surprisingly, there is a lot of it - it is about 58" long



Right.
Way back in the distant past, someone (the tea boy perhaps) was sent under our car to sew new gaiters onto the rack. Can you imagine?

Now is the time to remove the drop arms from the r&p assembly. With propane torch, club hammer and ball breaker, it required a subtle blend of psychology and extreme violence to release them.



Reconditioned rack from the club with drop arms in place.

As that nice Mr Haynes was fond of saying, assembly is now the reverse of the disassembly- would that it were so easy! Amazingly though, I did remember to put the rubber disc thingy onto the steering column - you know, the disc that stops debris flying up and into the jambon.

Flat on my back - again - with the reconditioned rack assembly on my chest, the task was to guide the column into the column tube. On your own very difficult to do - because you are working blind. Fortunately my mate was on hand to assist. As he peered down the tube from above, on his instructions and like some Olympian athlete, I lifted the rack up and down, left and right for a while until the column finally went in.

Rack & Pinion Steering

Below

Some irritation when a spoke settled down directly in front of the binnacle. It could not have been more perfectly placed if I had tried.



Before refitting the r&p assembly I spent some time making sure that the keyway on the column would be in exactly the right position for the 3x spoke steering wheel that our car has.

All done, and the car was taken for a test run. I will confess to some irritation when a steering wheel spoke perfectly and vertically aligned itself in front of the binnacle. On the plus side the steering was now wonderfully tight and precise.

I suppose that with a two spoke wheel the wheel being 180 deg out would not have mattered but for reasons unknown, this car has a 3x spoke wheel. So it was off to the bench, and with a file I made another keyway.

Right

Only one thing for it, to the bench and tools with a 10"x 2nd cut warding file. 1x hour later a new key way had been made.



New keyway and the steering wheel is now on and the correct way around.

In conclusion, changing the rack and pinion on a Traction is a day long job if you have an exchange unit ready to hand. What you do if you have a shortened steering column with no identical exchange unit available is, so far as I know, uncharted territory.

Martin de Little

EVENTS DIARY

For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site. www.traction-owners.co.uk

April 2016

24th Drive it Day
28th – 2nd Guernsey Rally See Sep/Oct and Nov/Dec FP
Contact: Rob Kiff rob@kiff.co.uk

May 2016

28th – 29th La Vie en Bleu
La Vie en Bleu
Prescott Hill Climb
Contact Simon Saint 01905 454961
janeandsimonsaint@hotmail.com

June 2016

17th – 20th TOC Annual Rally Peasmarsh, near Rye, East Sussex

July 2016

TBC CTAB Brittany Rally (maybe)
Many CTAB members are coming to Peasmarsh this year.

August 2016

11th – 14th 16th ICCCR Rheden, Arnhem NL See previous FPs www.ICCCR2016.nl

TOC SPARES HOTLINE

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester, W Sussex, PO20 7LQ.

Email: chris.treagust@tesco.net

TOC SHOP

Remember, you can get Traction Handbooks and Workshop Manuals from Vanessa Plumpton at the club shop.

Also, a variety of TOC related items, included mugs and clocks.

Contact Vanessa Plumpton on shop@traction-owners.co.uk
01730 821792



Citroen Classics

Tel: 01784 452299

Owned and operated by Darrin and Kristina Brownhill, Darrin has been repairing Tractions and other classic Citroens since 1987.

From our premises at Staines-upon-Thames, we offer full mechanical, electrical, bodywork / paint services, in fact anything you need to keep your Traction on the road.

Call us Today!

** We use and stock non-toxic Propylene Glycol coolant **
** EZ electric power steering systems supplied and fitted **



www.citroenclassics.co.uk

Unit 8 Tims Boatyard, Timsway, Staines-upon-Thames, Surrey TW18 3JY

2016 2CVGB NATIONAL MEETING

Thursday 2nd to Monday 6th June

Pump Bottom Farm, Apuldram, Chichester PO20 7EH

ENTERTAINMENT

- * Local Bands Friday and Saturday – Music Thursday and Sunday evenings
- * Displays and games during the day
- * Fully stocked bar including local real ale and cider
- * Hot showers, trade stands of all types and daily flea market



COST

Advance Bookings up to 31 January: Adults £32 and children 5-16 incl. £4. **Advance Bookings 1 February to 15**

May: Adults £34 and children 5-16 incl. £4. **Gate price:** Adults £36 and children £5. Dogs £2 (£1 per day)

Day Visitors: £5 per adult per day (up to 12 midnight): Children free

LOCATION

Large flat fields near Chichester, West Sussex close to the city, south downs and coast

2 miles from the city of Chichester

15 miles from Arundel with its famous castle

30 miles from Portsmouth

40 miles from Newhaven

110 miles from Dover

BOOKING

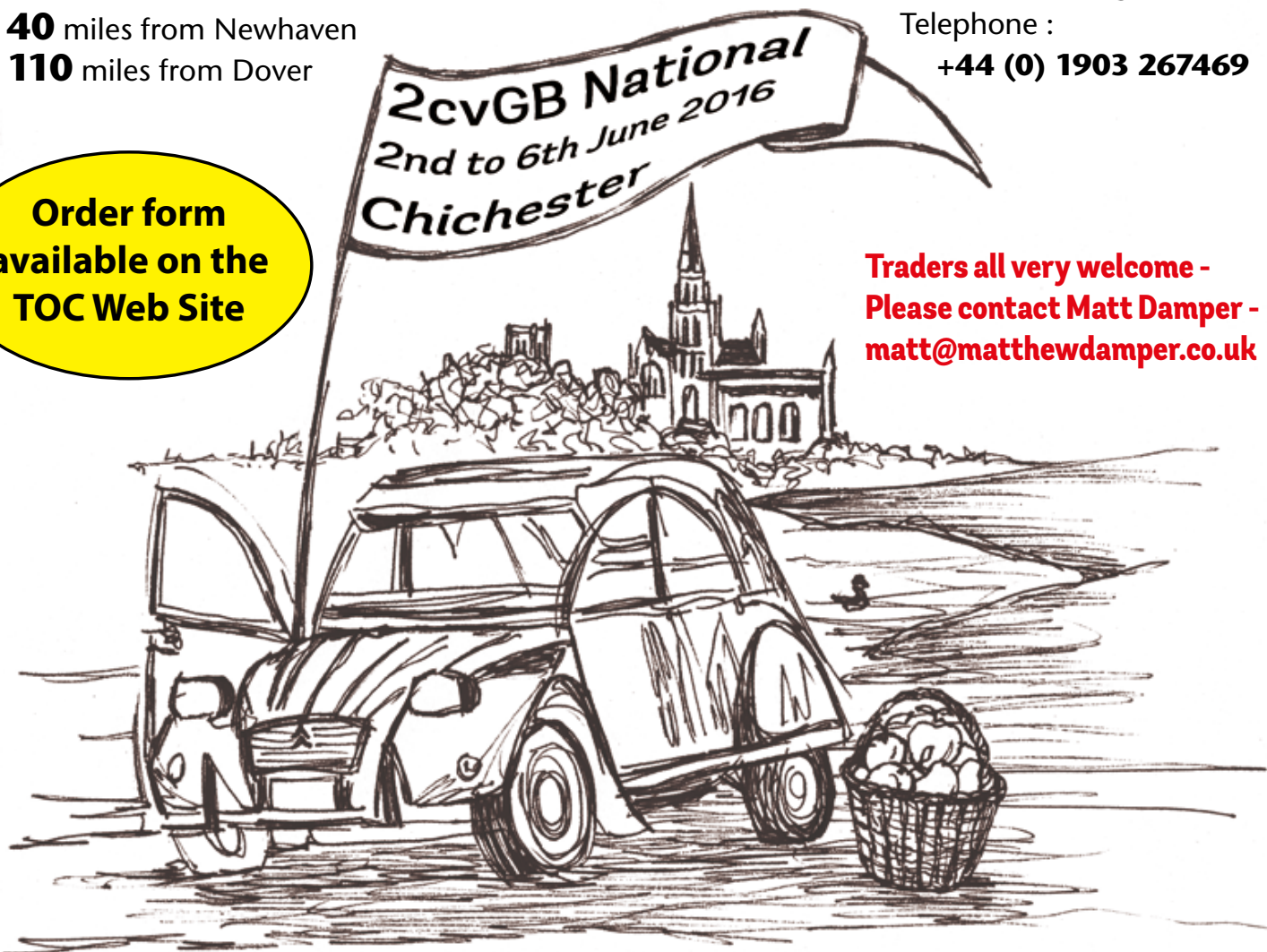
Until booking is available online please send booking form and cheque (payable to 2CVGB Limited) to: **Maurice Dille, 46 Castle Road, Worthing, West Sussex, BN13 1DQ.** Email : national2016@2cvgb.com

Telephone :

+44 (0) 1903 267469

Order form available on the TOC Web Site

Traders all very welcome - Please contact Matt Damper - matt@matthewdamper.co.uk



Classified Adverts

Classified Adverts – Members

Small adverts are free and are for the disposal of vehicles and parts that are their personal property.

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue although every effort will be made to publish in the next issue of Floating Power.

The Editor does not accept liability for printers' or clerical errors although care is taken to avoid mistakes.

Members must advise the Editor that publication is no longer required.

Adverts can be emailed to the Editor at the address below. For members sending adverts by post, please check current editor's address on page 3.

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

From 2015 trade adverts will be available in colour or black & white at 1/4 page only.

Cost of £60 plus VAT per issue.

Please note

All Cars and Parts for Sale adverts appear on the TOC website approximately one week after Floating Power is posted to members.

Please email adverts to:
editor@traction-owners.co.uk



CARS FOR SALE

FOR SALE FROM CLASSIC RESTORATIONS. 1952 11BL LHD Black Small Boot. Restored by us in 2013. Little used. Excellent condition and known history since the 1960's. 12V converted with alternator. **£13,250 Tel John Gillard 0207 358 9969 (24 hours)**



FOR SALE FROM CLASSIC RESTORATIONS. 1953 11BL LHD Blue Nuit Big Boot. Comprehensively rebuilt by us 20 years ago. Well maintained and little used since. 12V converted with alternator, heater, CV drives, stainless exhaust. **£9,500 Tel John Gillard 0207 358 9969 (24 hours)**



FOR SALE FROM CLASSIC RESTORATIONS. 1953 Big Boot Lt15. Metallic Blue with red interior. Rust-free South African import. **£8,250. Tel John Gillard: 0207 358 9969 (24 hours)**

FOR SALE: 1953 11BL, white, French built LHD, new battery, used weekly, reasonable condition for year. **£5000 Tel Howard 01937 834338 Evenings**



FOR SALE: 7c Traction, Paris built. Reg. number. ESK518 LHD, 63000km, Restored 18 months ago. Black, chassis number 089944 believed to be 1936, new 6 volt battery, MOT, bought by present owner in 1990. Very good condition **£11000 ono - contact Lloyd 07989 622520 Dorset.**



FOR SALE: 1955 light 15, big boot black Traction. The car is in the Dordogne at the moment and was restored in 2005. **£12000 ono. For more information please contact John Oates 01629 582154.**



FOR SALE: Traction 11BL LHD Black. Barn find after 25 years rest. Very original and in good running order. Lots of new parts to get the French control technique passed. French carte grise. Good original interior. I want a RHD classic and could P/X a suitable car. **INFO ring 01298 71058**



FOR SALE: 1953 LHD Paris Built Big Boot 11BL (Légère). Black. It stayed in the same French family since being purchased from new in 1953. Prior to import to the UK in 2007 it had been stored in a dry barn in Burgundy for 35 years. After import much work was done including a full engine rebuild, brake overhaul and reconditioning of steering rack. A complete list of work carried out is available. £9000. The car can be viewed in the Taunton area. **Please contact Den Hewitt. email: denhewitt@f1550.fsnet.co.uk, Tel: 01934 834274**



REAR WHEEL DRIVE

FOR SALE: 1932 Citroën AC 4 Familiale, (7 seater). A solid car and complete. The engine has been stripped and reassembled with new gaskets and clutch. Good tyres, needs finishing, but a great opportunity. **£3750. Tel: 01305 757518**



FOR SALE: Very rare wheels for beaded edge tyres. 49 cms in diameter. For 1920's Citroën B2 and others. All in good condition, just need re painting. **£125 each. Tel: 01305757518**



PARTS FOR SALE

FOR SALE: Marchal TP 345 headlamp lens (fitted to 1936-1938 7C and 11BL) - **£30 plus p&p**
 Pair of Robris type 216 for 7, 9 and 11CV Légère 16/6/1937 to 15/1/1938 - **£60 plus p&p**
Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk



FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+.
Email: mick@popka.co.uk
Tel: 01904 701005. Next day despatch.

FOR SALE: Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member. We also balance Traction wheels for free. www.longstone.com
Tel: 01302 711123
Email: sales@longstonetyres.co.uk

FOR SALE: New 11B, C or F 50 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer, inner and outer filler pipe rubber seals and

flexible filler extension for 11C or 11F. **£200. Located near Bristol. Tel: Den Hewitt 01934 834274**

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. Very rare item. **£300 plus postage. Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: 11 Various Traction books both English and French including 1934-1950 repair manual. **£150 plus postage £18.50. Please call Barry on 07967 343246 or bcurtis@btinternet.com**



FOR SALE: Light 15 sidelights. Original side lights for Light 15, chrome average on one, not quite so good on the other. **£15 plus P&P.**
Tel or SMS - 07860 531770
Email - nym200@btinternet.com

PARTS WANTED

WANTED: FOR MY LIGHT 15/1948

- Complete sliding roof mechanism.
- Complete "Rear luggage compartment door".
- Gas tank, must be in good condition. Please note it's a RHD Slough built car.
- Body of a Light-15 1948/1949. The body must be solid and can be totally bare, without papers

Offers please send to: herman.struve@amswood.com or call +31 621 246991.

WANTED: Solex 30AA or 30 PAAI carburettor for Big6/15CV. **Telephone Dave Hackett on 01225 810569**
davejackie@hackett7.plus.com

WANTED: Steering rack for post '52 Légère. **Tel: Bill on 01934 824475**
Email: bill.h@rookeynook.plus.com

WANTED: for my Big 15 small boot (Onze Normale Malle Plate). I need the bodywork from below the back window to the rear bumper including the boot lid and the spare wheel cover. Buyer, armed with a hacksaw, can collect from anywhere or can take the complete shell. **Telephone Gerry on 01455 844648 or Email gerardcarolan@hotmail.com**

WANTED: Pre-war tail lights for 1935/36 Traction, with or without the glass. These are set into each side rear mudguard. Even if you have one only good enough for a pattern. The body of the light is 9 cm across.

Please email Graham Tulett mistert.nz@xtra.co.nz
Regards Graham Tulett, New Zealand

WANTED: A higher top gear ratio, either another gear box or the necessary cogs, to make my 1950 light fifteen even more enjoyable to use. **Tel. Bernard 01986 782347**

WANTED: for Slough Big15 (or Lt15) Dashboard Advance Retard lever and cable. Also anyone got a spare good Big Boot Lid? **Tom Evans (Norfolk)**
01603 628668 - 07808335123
tiger.tom@zen.co.uk

WANTED: for my Slough Lt15 1952. Good condition Front Bumper and Rear Bumper. Location Dorset. **Contact David Williams on david.88williams@btinternet.com**

WANTED: For work on my Lt15 1954. Stand for 4 cylinder engine when removed. Part Number 2500T. Either to buy or loan. **Contact John Barsley on 01892 722749 johnbarsley@googlemail.com**

WANTED: I am looking for a Jaeger clock for my Slough Light 15. Does not matter if is non-working. **Tel: Mike Plumb on 01493 750818**

WANTED: For Commerciale 1954. Pair (or right side only) of cast aluminium Robri sabots d'ailles 224 AV for front of rear wings, 460mm high. Must be in reasonable condition and not cracked. **Telephone Ray Wicks on 01273 844564 raywicks@hotmail.com**



MEMBER SERVICES

Traction bodywork and paintwork. Club member. Hull area.
Steve Thompson 01964 533433
stevethompsonmotors@rocketmail.com

DANIEL EBERLI ANNOUNCES COURSE DATES FOR 2016 (Including the possibility of bringing a course to the UK!)

Time to think of next year. I have fixed the dates for the courses in 2016. Although I had no bookings last year, I am offering a basic course in English again, on April 22/23. As before, the basic course will more or less cover the content of my book <http://www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php> . The great number of cut-off models and Traction parts and the second day, when the “real” practical work at the car takes place, will make understanding and memorising much easier.

At present, only the dates are published on the CTAC website http://www.tractionavant.ch/Garagen/Daniel_Eberli/RepKurse.php , but Ruedi Weber will soon add the booking form in English and in German.

Best wishes and best regards
Daniel

Daniel Eberli
Im Chellhof 3, CH-8463 Benken ZH Tel. +41 52 319 25 17

P.S. Early next year, it is planned that I “export” one of my courses to Munich, Germany for the first time. Perhaps in the TOC there might be enough interest to call me to England? After all, it would be cheaper and more reasonable if I came to your country, than a group of your people to Switzerland...

COURSE DATES 2016

11-12 March	Repair and service course for beginners
18-19 March	Repair and service course for beginners
02 April	Course for Tractionists without screwdriver ambitions
15-16 April	Advanced repair course
22-23 April	Maintenance and Repair course for Tractionists (in English)
20-21 May	Advanced repair course

ANY IDEAS FOR SHOP ITEMS?

The topic of where we go from here, regarding the shop, was discussed at the recent club committee meeting. Items such as club-badged boiler suits and car covers were discussed. It was agreed we should put a notice in FP asking club members for their thoughts on what items they'd like to see stocked. The floor is yours..... Ed.



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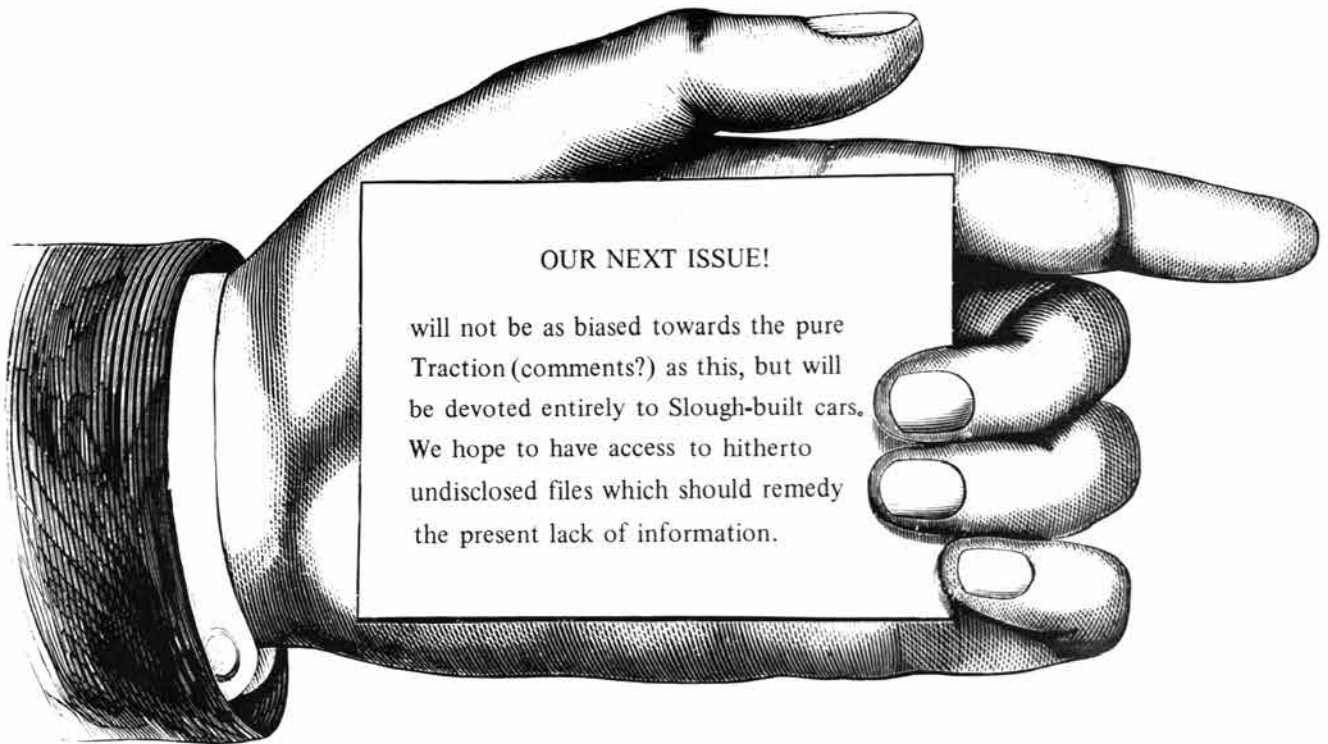
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OUR NEXT ISSUE!

will not be as biased towards the pure Traction (comments?) as this, but will be devoted entirely to Slough-built cars. We hope to have access to hitherto undisclosed files which should remedy the present lack of information.



North Cottage, Mongers Farm, Barcombe, Nr. Lewes, Sussex;